

The China Mail.

Established February, 1845.

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HONGKONG, FRIDAY, NOVEMBER 26, 1887.

日一月十一年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALBEE, 11 & 12, Clement's Lane, Lombard Street, E. C.; GEORGE STREET & Co., 30, Cornhill; GORDON & GOWRIE, Ludgate Circus, E.C.; BATES, HENRY & Co., 37, Walbrook, E.C.; SAMUEL DEACON & Co., 156 & 154, Leadenhall Street; W. M. WILLS, 151, Cannon Street, E.C.
PARIS AND EUROPE:—AMEDEE PHINOT & Co., 36, Rue Lafayette, Paris.
NEW YORK:—ANDREW WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOWRIE, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., The Aeronautics Co., Colombo.
SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore; G. HEINZEN & Co., Manila.
CHINA:—Macao, F. A. de CRUZ, Serrato, QUEIROZ & Co., Amoy, N. MOALE, Fuzhou, HEDGE & Co., Shanghai; LANE, CRAWFORD & Co., and KELLY & WILSON, Yunnanfu; LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman—C. D. BOTTEMILL, Esq.
Deputy Chairman—Hon. J. BELL IRVING,
W. H. DARBY, Esq.; Hon. A. P. MOEVEN,
H. L. DALYMPLE, S. O. MICHAELSEN,
Esq.
W. H. FORBES, Esq.; J. S. MOSES, Esq.
H. HOPKIN, Esq.; Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong,....THOMAS JACKSON, Esq.,
MANAGER.
Shanghai,....EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.—
On Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

On Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "
Local Bills Discounted.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.
T. JACKSON,
Chief Manager.
Hongkong, September 20, 1887. 363

NOTICE.

RULES OF THE HONGKONG
SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1887. 754

Intimations.

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Manila for the Sale of THE MONTSEERRAT LIME JUICE, and THE MONTSERRAT LIME JUICE CORDIALS.
A. S. WATSON & Co., Ltd.
Hongkong, May 31, 1887. 864

J. D. KILEY,
SAIL-MAKER.
TENTS, AWNINGS AND
FLAGS.
No. 23, Praya Central,
HONGKONG.
Hongkong, November 1, 1887. 2185

NOTICE.

G. E. SMITH,
WINE MERCHANT,
SHANGHAI.
Agents:
NORTON & Co.,
Marine House, Queen's Road,
Hongkong, October 1, 1887. 1918

Intimations.

WANTED.

A COMPETENT SUGAR-BOILER.
Address with Reference.
—SUGAR REFINERY,
Fuzhou,
24th November, 1887. 2289

LETTERS PATENT.

In the Matter of the Petition of FRANK ALBERT SMITH, of Steelton, in the County of Dauphin and State of Pennsylvania, United States of America, Gentleman, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention, for Improvements in Domestic and other Refrigerators and Apparatus for the Manufacture of Ice" for which Her Majesty's Royal Letters Patent were granted on the 14th day of September, 1886, to the said FRANK ALBERT SMITH.

NOTICE IS HEREBY GIVEN that the Petition, Specification, and Declaration required herein by Ordinance No. 14 of 1882, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said FRANK ALBERT SMITH by ALFRED BUTLER JOHNSON, his duly-authorized Agent and Attorney, to apply for the sitting of the Executive Council hereinafter mentioned for Letters Patent for the exclusive use within the said Colony of Hongkong of the above named invention. And NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council, before whom the matter of said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on the 30th day of November, 1887, at Noon.

FRANK ALBERT SMITH,
by
A. B. JOHNSON,
His Agent and Attorney.

Supreme Court House,
Hongkong, November 19, 1887. 2256

PRAYA RECLAMATION SCHEME.

NOTICE.

M. R. C. P. CHATER, having Received a Reply from the COLONIAL SECRETARY a Reply to the Representations made through him on behalf of the Marine Lot Holders, conveying to him the Final Decision of the Colonial Government on the Praya Reclamation Scheme and on the objections taken to it. Requests the MARINE LOT HOLDERS to MEET HIM in the Circ Hall on SATURDAY NEXT, the 26th Instant, at 2:30 p.m., for the purpose of considering and finally deciding on the acceptance or rejection of the Scheme. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Hongkong, November 22, 1887. 2277

NOTICE.

THE Undersigned begs to inform her numerous Customers and the General Public of HONGKONG and OUT-PORT Residents, that she is prepared to SUPPLY FRESH MEAT, VEGETABLES, GAME, BRAINS, GAME PIES, PORK SAUSAGES, &c., &c.

All Orders will have prompt and careful attention.

LAVINIA HOPKINS,
Corner of Ningpo & Szechuan Roads,
SHANGHAI.

Shanghai, 1st November, 1887. 2134

CHAS. J. GAUPP & Co., Chronometer-Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOIGTLÄNDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

RONTEK'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,
Ornate & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY;
in great variety.

DIAMONDS

—
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATENTS, at very moderate prices. 742

FRENCH DRESS-MAKER.

MRS. C. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER

IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

PAKHOL DISTRICT.

LOCAL NOTICE TO MARINERS

No. 1.

PATHO HARBOUR—

FAIRWAY BUOYS, MARKING CHANNEL
BETWEEN FISHING STAKES

N.

NOTICE IS hereby given that Two 45
per cent. NBU Buoys have been moored,
one on either side, to define the Fairway
between the Fish Stakes at the entrance to
the anchorage Patho Harbour.

The Starboard Buoy, entering from sea,
Red, surmounted by a Glass Cage painted

Black, is moored in 18 fathoms low water spring.

The Port Buoy, entering from sea,
Black, surmounted by Diamond Cage painted

Black, is moored in 21 fathoms low water spring.

There is a clear Channel 270 feet wide
between these Buoys.

W. BRENNAN,
Acting Harbour Master.

Approved:

HENRY E. SIDFORD,
Commissioner of Customs.

Custome House,

Pakholt, 16th November, 1887. 2272

Business Notices.

LANE, CRAWFORD & CO.

HAVE JUST UNPACKED THE FOLLOWING

SUNDRIES:

DOUBLE-BARRELLED SAFETY HAMMERLESS SPORT-

HANGING, WALL and TABLE LAMPS.

BILLIARD BALLS, RESTS and CUES.

NEWEST NOVELS.

TEA-TASTERS' TIME GLASSES single and double.

POCKET KNIVES and FANCY CUTLERY.

DOG COLLARS and RUG STRAPS.

WALKING STICKS and UMBRELLAS.

NEW ELECTRO-PLATED WIRE

LANE, CRAWFORD & Co.

Hongkong, November 16, 1887. 2233

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NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taiping*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 1st December will be subject to rent.

All Claims must be sent in on or before the 28th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, November 24, 1887. 2285

GELLATLY'S LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. TARTAR, FROM MIDDLESBURG, HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 29th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, November 23, 1887. 2282

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Frija*, Captain E. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-morrow Morning, the 20th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Wharf and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & CO., Agents.

Hongkong, November 19, 1887. 2263

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, November 19, 1887. 2259

TO-DAY'S ADVERTISEMENTS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENS LAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship

Archie, Captain ELLIS, will be despatched for the above Ports on MONDAY, the 28th Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & CO., Agents.

Hongkong, November 25, 1887. 2204

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship *Kong Beng*, Capt. F. W. PHILLIPS, will be despatched for the above Ports on TUESDAY, the 29th Inst., at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, November 25, 1887. 2205

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Pembroke*,

D. WILLIAMS, Commander, will be despatched for the above Ports about the 5th Proximo.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, November 25, 1887. 2300

TO-DAY'S ADVERTISEMENTS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Ara, Commandant VIMONT,

will be despatched for

SHANGHAI, KOBE AND YOKOHAMA

TO-MORROW (SATURDAY), the 26th Inst.,

at 7 p.m.

G. DE CHAMPEAUX,

Agent.

Hongkong, November 25, 1887. 2302

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA)

The P. & O. S. N. Co.'s

Steamship

Teaser

will leave for the above

places on THURSDAY, 6th December, at

Daylight.

E. L. WOODIN,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, November 25, 1887. 2207

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

Steamship

Mars

will leave for the above

place about 24 hours after her arrival with

the outward English Mail.

E. L. WOODIN,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, November 25, 1887. 2208

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Kaisar,

W. S. THOMSON, Com-

mander, will be despatched as above on or about the 10th December.

This Steamer has superior Accommo-

dation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, November 25, 1887. 2202

STEAMSHIP AVA.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex Steamship *Marselle*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless notice is received from the Consignees before 10 a.m. To-morrow (Saturday), the 26th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 3rd December, at Noon, will be subject to rent, and landing charges at one cent per package per day.

All Claims must be sent in to me on or before MONDAY, the 6th December, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, November 19, 1887. 2201

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 26th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, November 19, 1887. 2259

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No Fire Insurance has been effected.

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Optional

After a pretty long period of rest, the pirates who pursue their unlawful calling along this coast have burst into activity. The other day we reported the pirating of a junk off Cape d'Agulhas, and now we hear that two passenger-boats which were taking a number of the proclamations at the Jubilee demonstration and their rich robes back to the neighbouring mainland, were boarded by a piratical junk, one of the helmsmen killed and all the passengers stripped of their clothes and valuables. Such incidents will, we fear, be multiplied unless more energetic measures are taken to hunt down the piratical junks. The only way of sweeping them from the shores of the Colony and preventing the injury which they do to our trade is to keep a sharp look out for these filibusters along the whole coast line of the island. It will be remembered that last year from November on to the Chinese New Year scarcely a week elapsed without a case of piracy being reported. We trust that the same will not happen again; but we fear that unless the police use the means at their disposal more effectively, we will see a repetition of last year's history. The police have got a splendid launch at their disposal, the *Charles May*, for patrolling the coast, but unless she be engaged of a Sunday for a picnic, she is seldom seen away from Tsim Tsui Tsui. It is not right that a good launch of this sort should be idle, when there is plenty of work for her to do.

The Parisians have evidently determined that M. Grévy must go. He has failed to set his house in order and allowed the grossest abuses to creep in. There is no one but will feel some sympathy for the aged President. He has succeeded in retaining his position longer than any of his predecessors, having been twice chosen almost unanimously for the high office of Chief Magistrate of the Republic; and until the recent scandals were brought to light, all parties, except the Irreconcilables, would have received his resignation with deep regret, if not with fear. M. Grévy, however, must have for some time back held the reins of Government very loosely; and his son-in-law, M. Wilson, a man whom few ever cared to trust, has taken advantage of that looseness to engage in a scandalous system of fraud. The result of his conduct will likely be to force his father-in-law to descend from the Presidential chair, with a cloud over his head—a rather sad ending to the career of one who, throughout a long and successful political life, has always been regarded as among the most straightforward and disinterested of French politicians. The President of the Republic is elected for seven years. M. Grévy was re-elected in December 1885—only two years ago—to that there are still five years of his term of office to run. Government in France is not very stable at the best; but if a crisis is brought about just now by the resignation of the President, the peace of Europe might be endangered. General Boulanger is still a power in the land, if not a greater power than ever; and there is a pretty strong opinion in France that these scandals, which were探bed, it is said, for the purpose of overthrowing him, may prove the means of paving his way to the Presidential chair.

H.M.S. *Rattler*, from Labuan, arrived at Manila on the 19th inst.

It is said that the Japanese Government has declined to send exhibits to the Universal Scientific and Industrial Fair which is to be held in Belgium next year, on the ground that they would not be able to make preparations in time.—*Japan Gazette*.

It is stated in the Japanese native papers that the French Government has requested the Japanese Government to despatch some military officials to witness a grand review of the French army, which will take place in January next year.

The *Choya Shimbun* states that Mr John Alexander Ward, late Professor of English in the College of Engineering, Tsoo, who is now in British Columbia, is reported to have presented a memorial to the Japanese Government recommending emigration from Japan to British Columbia and advising the Government to establish a consulate there.

The *Hu Pao* says:—The bid of the old southern course of the Yellow River being too high, the current cannot possibly be taken into it, even if the present breach be successfully stopped; and therefore it has been determined to conduct the river north through Shantung. The authorities of Chihli and Shantung have accordingly been instructed to excavate with all speed, in readiness for next year's spring floods.

The *N.-C. Daily News* of 21st inst. says:—The *Audacity*, *Admirable*, and *Wanderer*, with Admiral Hamilton, are expected at Woosung to-morrow, and the *Swift* goes down to-day or to-morrow to take them their mails. The *Wanderer* will probably come up to Shanghai for a day after which the *Admirable* will proceed to Nagasaki to dock. The *Swift* and *Wanderer* will make the best of their way to Hongkong, and the *Admirable* will take Admiral Hamilton southward, calling at the coast ports en route.

In this Colony will regret to hear of the death of Mr John Bramson, C.B., Assistant Under-Secretary in the Colonial Office, and formerly Attorney General of Hongkong. He went out to Queensland in 1859 as private Secretary to Sir George Bowen, and afterwards became Attorney General and member of the Legislative Assembly of that Colony. In 1873 he was appointed Attorney General of Hongkong and acted as a judge of the Supreme Court from February to May 1874. He left the Colony in 1875 on receiving the appointment of Assistant Under-Secretary of State in the Colonial Office.

The *Japan Gazette* says:—A report has been circulated in town to-day that the S. S. *Batavia* has been captured by pirates along the coast of China. The Club having won the toss went first to the wicket, tending in F. Maitland and Grimble to the bowling of Smith and Graham. No stand of any length was made, and the whole team were disposed of for the moderate total of 82. F. Maitland 22, Sparrow 18, and Dawson 11 were the only batsmen who got into double figures. Smith secured 6 wickets for 36 runs, and Graham 3 for 41. The Gar-

rison made a very good start, but after 3 wickets putting on 74 runs, but after this things did not go so well and by game they had lost 7 wickets for 92 runs. Graham 10, Higginbotham 17, Scanlan 22, and the rest remaind. The match will be continued at 11 a.m. to-morrow, and during the afternoon the Band of the Northamptonshire Regiment will play the following programme:

1. March. 2. Dances. 3. Concert. 4. Value. 5. Coronation. 6. Miss M. A. Mauran. 7. Selections. From different Operas. 8. Selections. Napier. 9. Presidential. 10. Selections. Mrs David. 11. Selections. Mr. Lister.

SUPREME COURT IN SUMMARY JURISDICTION. (Before Mr. A. J. Leach, Acting Justice Judge.)

Friday, Nov. 23.

PO IN SHANG, versus H. AMEI.—Po In Shang, master of a junk, and Mr. Ho Amei, manager of the On Tai Insurance Company for \$30.

Mr. Ho Amei denied the debt and made the following explanation. He gave orders to one of his clerks to engage two boats for the purpose of carrying some materials for the construction of a tramway at the Tum-chow mines. It is stated that the coast surveyed by the British and Russian men-of-war is the most important position commercially and politically.

It is probable that the extraordinary quality of the China crop last season, combined with the unprecedentedly low price, gave a fillip to deliveries up to end of September, 1886. Though the trade took nearly 10 millions of pounds per month during the period from 1st June to 30th September, 1886, the deliveries of China Congou after that date were only at the rate of 84 millions to end of the season. This year instead of commencing and continuing at 10 millions from 1st June to 31st December, to have started with only 8 millions per month, while the ricing in China tea is so marked that they are very dear in comparison with Indian and Ceylon, and the monthly quantity delivered to end of December is not likely to increase much. In Indian and Ceylon tea taken together, the rate of delivery in the same period has increased while Asam Southerns are quoted as low as 5½ per lb.—*N. C. Daily News*.

WHILE the extended cultivation of the poppy in China is at length creating serious inconvenience to the Indian opium trade, it does not appear so far to have prejudicially affected the opium market in Persia. Recent Consular reports state that the cultivation of the poppy in Persia of late years has greatly extended, and more attention is given to the preparation of the drug than was formerly the case, and that its quality has consequently improved and the demand increased. The yearly crop of opium in the district of Ispahan alone is estimated at 332 tons, and the cultivation and preparation of the drug are said to give employment to a very large part of the population of the district. The annual exportation of Persian opium is stated to amount to 2,300 cases, which are valued at £170,000. About half of the export is said to go to London, the other moiety to Hongkong. There must be some special quality in the Persian drug to attract the English market, for we believe a very small quantity of Indian opium is sent to England.—*Indian Agriculturist*.

The *Furans of China Tsao*.—The *Whitehall Review* says:—A war between the supporters of China and India and Ceylon is beginning. Owing chiefly to its comparative inferiority in price and purity, the tea from India and Ceylon have been ousted from the Chinese market. The tea-gardens of India and Ceylon are, however, not extensive enough to supply the world with tea, and the opium in China has only to be sold more carefully packed and fired to insure its keeping to hold on English tastes. There is bitterness about the Indian and Ceylon tea—just as there is about the tea grown in Japan, which does not make it a marketable drink, though a mixture of Indian and Ceylon tea makes a capital beverage. The price of China tea in the retail shops in this country has certainly been lowered of late years, but so too has the quality, though the ordinary tea-drinker may not have noticed it. It will take years—if indeed it ever comes to pass—until Indian and Ceylon tea, by themselves, gain a supremacy. The Chinese will have to reduce the export taxes on tea-southern or northern, and the sooner the better for their own commercial prosperity. With the up-country transit dues abolished or suspended, and prices ruling more firmly at this end, the good old days of China tea may be revived.

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THE RECREATION OF THE BRITISH SOLDIER.—The following appears in General Orders.—The Commander-in-Chief in India has the pleasure to announce that the Government of India have approved of a scheme, by which the various regimental institutions connected with the recreation of the British soldier will be placed on a more comfortable footing and be generally improved. The canteen will be remodelled, and will be joined to the coffee shop, the two together forming a refreshments department. Additional accommodation will be allotted to the combined institution, and the arrangement of furniture, &c., will be such as to enable the soldier to obtain a comfortable meal. The issue of raw spirits will be discouraged, and in the case of Corps arriving hereafter in India, raw spirits will not be issued at any regimental refreshment bar in quarters unless diluted with water or aerated water. In the Recreation-Room the lighting will be on a more liberal scale. The several institutions will be drawn together as much as possible, for the present existing buildings must be utilized, but eventually it is intended that a commodious building, to be called 'The Regiments' Institute,' and to afford separate accommodations for the various departments, including a temperature room with a separate branch of the refreshment department, shall be established in the lines of every regiment.

CRICKET.

HONGKONG CRICKET CLUB v. THE GARRISON.—This match was begun at 2.45 p.m. today. The Club having won the toss went first to the wicket, tending in F. Maitland and Grimble to the bowling of Smith and Graham. No stand of any length was made, and the whole team were disposed of for the moderate total of 82. F. Maitland 22, Sparrow 18, and Dawson 11 were the only batsmen who got into double figures. Smith secured 6 wickets for 36 runs, and Graham 3 for 41. The Garrison made a very good start, but after this things did not go so well and by game they had lost 7 wickets for 92 runs. Graham 10, Higginbotham 17, Scanlan 22, and the rest remaind. The match will be continued at 11 a.m. to-morrow, and during the afternoon the Band of the Northamptonshire Regiment will play the following programme:

This has not assured her survival through the typhoon.

On the same subject, the *London and China Express* writes thus:—The new *Wasp* remains afloat, but now almost beyond hope that the new gunboat *Wasp* remains afloat. The most singular and inexplicable thing in the matter is that no mercantile steamer has suffered very much any exceptional weather; and the *Wasp* was the only one at all involved on the Singapore-Hongkong trip. Of course, most of our readers are aware that typhoons are often very local, and do not cover a large area. The only available supposition is that the *Wasp* must have foundered in a gale. Unlike most merchant steamers, men-of-war have not got open sides, and cannot thus free themselves so rapidly from the water which comes on board. With box sides there is infinitely more danger; and to this has to be added the fact that men-of-war carry heavy weights on deck in the shape of guns, which are dangerous in a heavy sea. Her loss has naturally given rise to some comment, and an attack has been very suddenly made against Lt. Col. Adamson's two subordinate officers. The charge is not that the sub-lieutenants are themselves to blame, but the system under which officers are trained, which does not give them sufficient practice in seamanship. Though most agreeable and excellent young men, they were incapable of navigating the vessel. If the author had only made inquiry he would have found that the young officers in question were exceptionally proficient in navigation, but having gained their first certificates in pilotage, distinction by means of easy attainment. One officer was likewise known to be specially qualified to navigate a ship. A Naval Officer writes, and it is here that the solution must be looked for, that it is more to the build and type of the gunboat that we must look for any explanation of the doubts which are said to have troubled the commander's mind. The *Wasp* was a comparatively untried one, carrying a heavy armament with delicate machinery and the most trifling amount of sail-power. It may be said of her, without exaggeration, that, if any accident happened to her, she would be completely at the mercy of the winds and waves. Think for a moment what this would mean in a typhoon.

THE CHOLERA IN PORT ARTHUR.

The following is an extract from a letter on the above subject which appears in the *Shanghai Courier*.—Your Northern contemporary, the *Chinese Times*, recently printed a short paragraph on the epidemic of cholera, which raged during the summer months in Port Arthur, and which, though the solution must be looked for in question before me, I have not in the article in question before me, I recollect the very sensible question having been asked, if any steps had been taken to isolate or quarantine suspicious cases; at least, such was the impression which the article made upon my mind.

Now, for a specimen of isolation, to which your present correspondent can testify as an eye-witness:—

During the height of the epidemic your correspondent saw a junk laden with coffin shrouds the corps of recent victims of the epidemic, moored to what is euphemistically called 'The Bund' in Port Arthur, awaiting a favourable breeze to sail for Foochow.

On making enquiry, your correspondent was told, that several other junks had sailed already freighted with similar ghastly cargoes, which raged during the summer months in Port Arthur, and which, though the cooler weather has followed, has been succeeded by typhoid fever. I have not in the article in question before me, I recollect the very sensible question having been asked, if any steps had been taken to isolate or quarantine suspicious cases; at least, such was the impression which the article made upon my mind.

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boasting of any sort of civilization, would be a thing to be tolerated, and the worst feature of it is that the people generally applaud the cruelty of the Chinese and have no sympathy with the unfortunate. Our impression was that they were very much disappointed that the stone was given to him, although they made no attempt to remove it while we were there, and they also denounced the humanity of the man who fed him.

GOVERNOR POPE HENNESSY BUYS UP S. RENELLY.

The London correspondent of the *Japan*

Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, SUEZ,
TRIVSTE, BRINDISI, GENOA,
MADRAS, CALCUTTA, UDEN, SUZU,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MASSALLES, AND PORTS
OF BRAZIL, AND LA PLATA;
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Orders will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 28th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

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G. de CHAMPEAUX,
Agent.

Hongkong, November 16, 1887. 2238

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Intimations.

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necessary, Communication with the Under-
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satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 26, 1885. 1456

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Hongkong, May 23, 1887. 981

NOTICE.

NORDDEUTSCHER LLOYD.

NOTICE.

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W. G. DE VRIES.

MARI-BORG.

PONSHAW.

N. REID.

N. REID.</div